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# McMinnville City Center Housing Pilot Projects

March, 2020



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## Pilot Projects

The purpose of the pilot projects is to test the development of housing on two actual sites in the city center. The immediate surrounding contexts of the sites helped determine which housing type was most appropriate. An opportunities and constraints study for each site helped inform the architectural and urban design response for each side of the site. The consultant team, in coordination with the city and willing property owners, developed a specific program of land uses and spatial allocation for each site.

The pilot projects allowed the consultant team and staff to test assumptions around financial feasibility, design, and current barriers to achieving the desired housing in the city center.

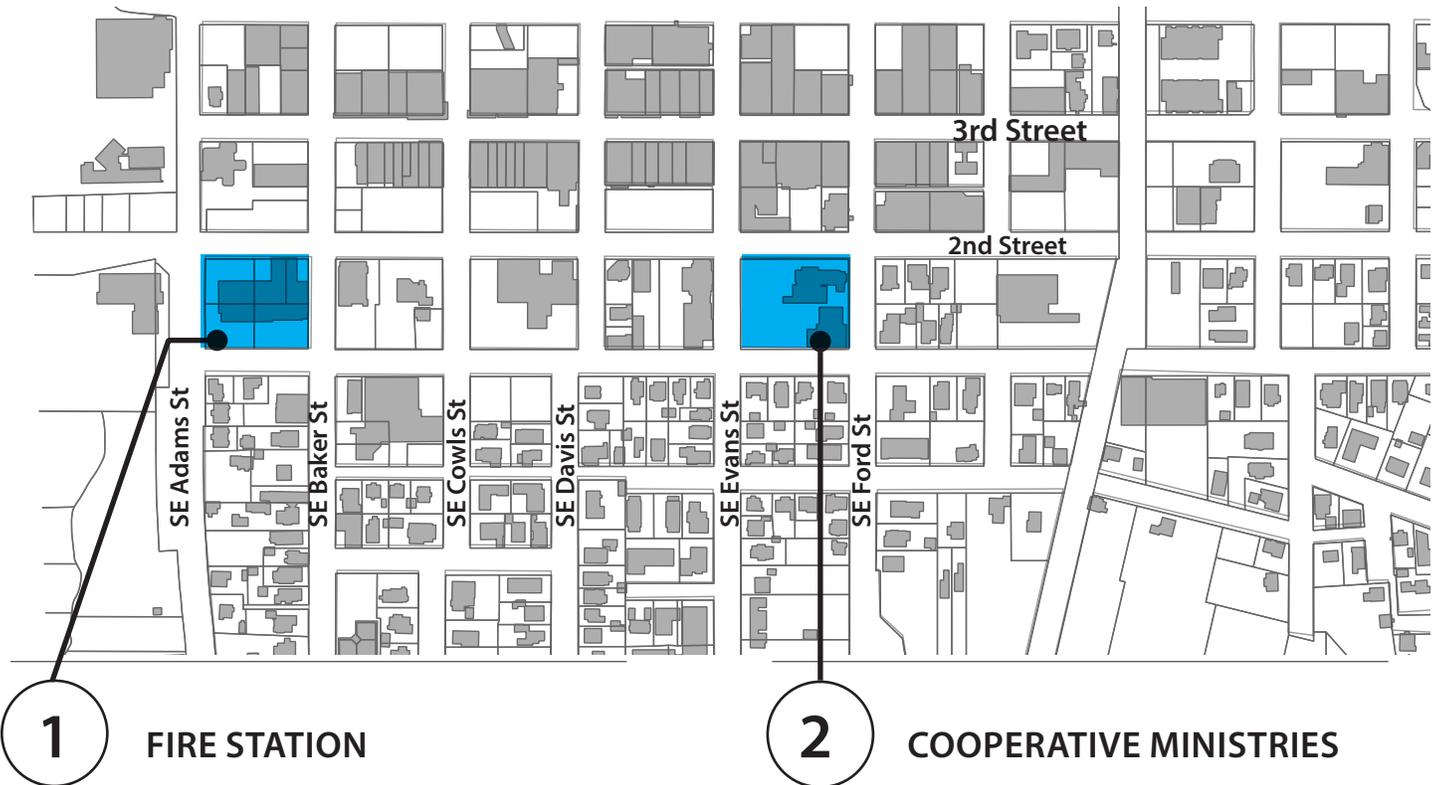
The Fire Station block and the Cooperative Ministries block were established as the pilot projects (see maps on pages 4 and 5).

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*Pilot projects provide an opportunity to test assumptions about current barriers and possible design and regulatory solutions using specific sites in the city center.*



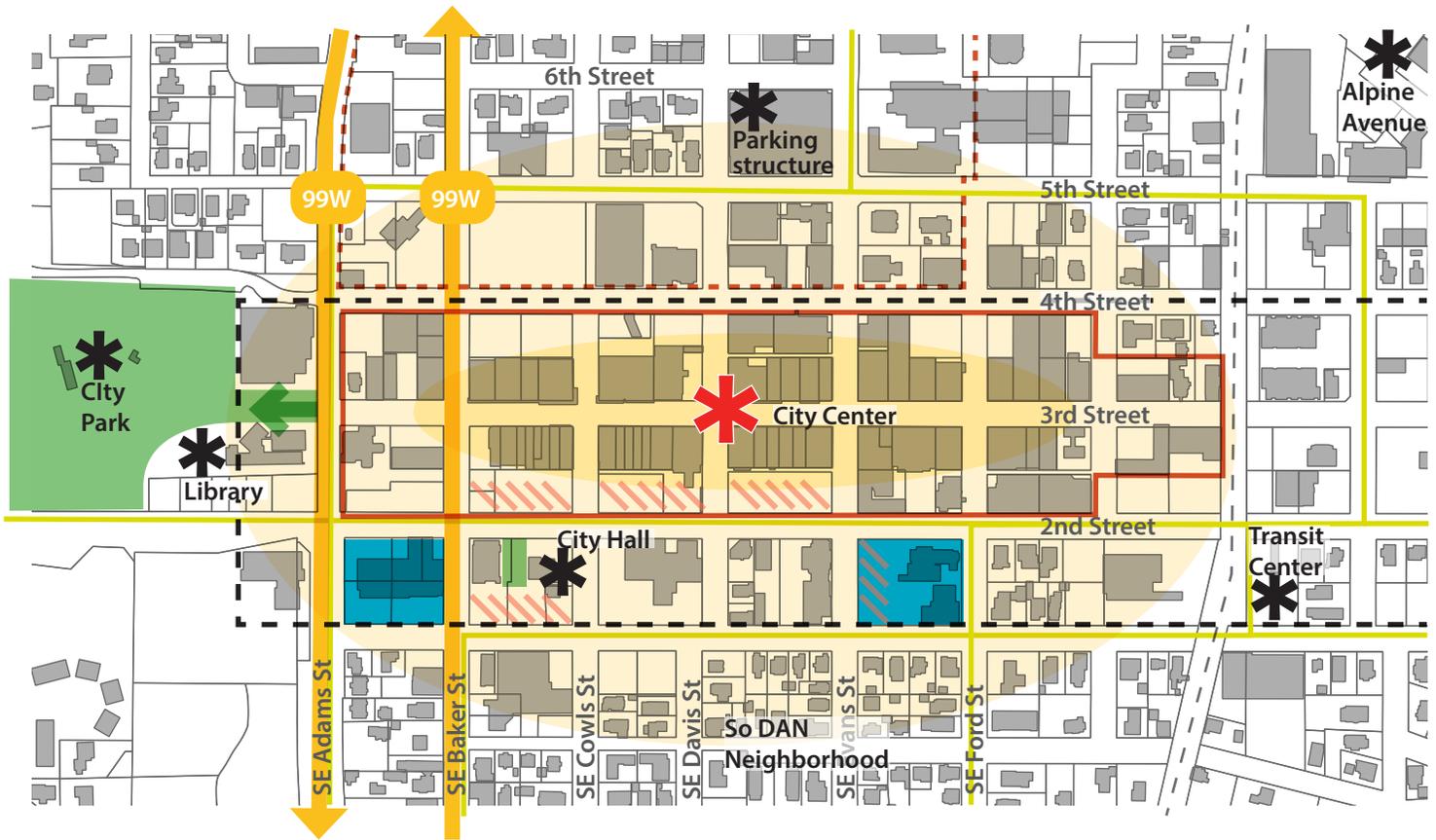
# OVERVIEW



**Description:** City-owned property that may be available for redevelopment as the needs of the community have grown beyond the capacity of what the existing fire station can serve.



**Description:** Full city block owned by McMinnville Cooperative Ministries. The site has an existing church and shared parking lot.



## Overview

Each site is outside of the Parking Reduction Area, therefore at this time any building proposals would not be able to take advantage of shared parking. In addition, under current zoning each land use is required to provide its own parking, which can be a hardship for mixed use projects.

A mixed use project combines multiple uses on one site or in a single building. When housing is provided on upper floors over street-level retail, for example, parking must be provided for residential uses and retail separately. The Cooperative Ministries site has a particular challenge because it must provide parking for assembly and for office, even though these activities may occur on different days of the week, and could therefore share parking.

Because of the high cost of structured parking, it was assumed that parking spaces would be in surface lots.

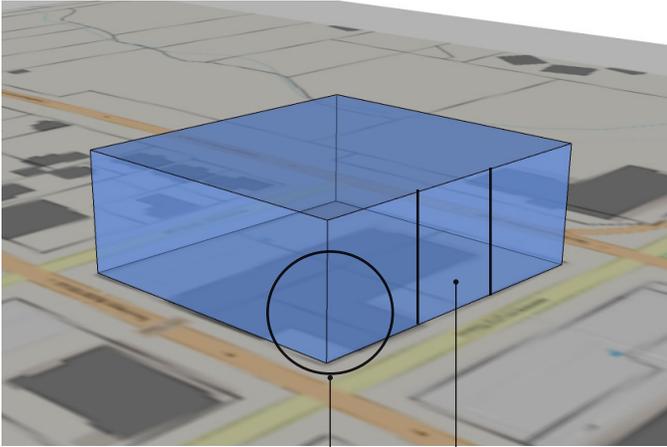
Early massing models tested the effect of surface parking and other current policies described above, and found that the amount of parking required severely limited the amount of the site that could be used for desired uses (retail and housing). The early massing models and spatial allocations for each use and parking space can be seen in Preliminary Feasibility Testing, on pages 8 and 14-15. Additional parking studies for the Cooperative Ministries site are included on pages 19 and 20.

Based on the preliminary feasibility testing, a Preferred Option for each site was identified. The Preferred Options balance the desire for housing and other uses with a reasonable accommodation for parking on site. See pages 9 and 16 for Preferred Options.

### Legend

-  City Center
-  Pilot Project Sites
-  Major Feature
-  Open Space
-  Public Parking
-  Parking Reduction Area: no commercial requirement
-  Parking Reduction Area: 50% commercial requirement
-  Downtown Design Overlay
-  99W Corridor
-  Railroad
-  Bus Route

# FIRE STATION SITE | SUMMARY



**Downtown Design Guidelines:** Buildings situated at street corners or intersections should be, or appear to be, two-story in height.

**Downtown Design Guidelines:** Subdivide facade into proportional bays, similar in scale to other adjacent historic buildings.

## Development Capacity

The total development capacity—what is allowed to be built on site—is determined by zoning, as well as by parking requirements. The “jello mold” graphic depicts the total building envelope, or what could be built within the area defined by maximum height and setbacks.



## FIRE STATION

**Lot Size:** 200 x 220 ft

**Setbacks:** 0 feet from front, side, rear

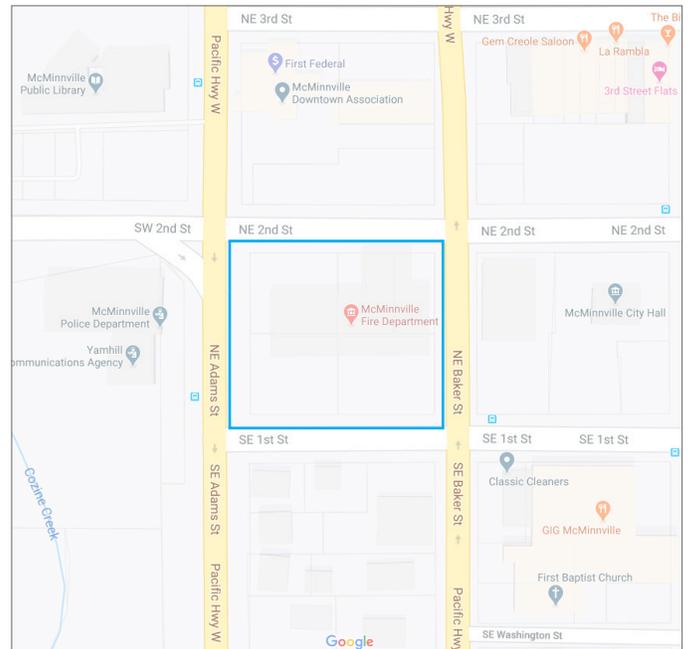
**Maximum height:** 80 ft

**Owner:** City

**Zoning:** C-3

**Overlay:** Downtown Design

**Parking requirements:** Residential: 1.5 - 2 parking spaces per unit; commercial: 1 parking space per 250 sf; food and beverage services: 1 parking space per 100 sf



# FIRE STATION SITE | SITE



## Site Characteristics

The fire station site is dominated by OR 99W. In this area, OR 99W is a pair of one-way streets, or a couplet, that flanks the east and west sides of the site. NE Baker runs northbound on the east, and NE Adams Street runs southbound on the west side of the block.

As a major regional connection carrying high-volume traffic, OR 99W presents an east-west barrier to the city center. Surrounding development is auto-oriented.

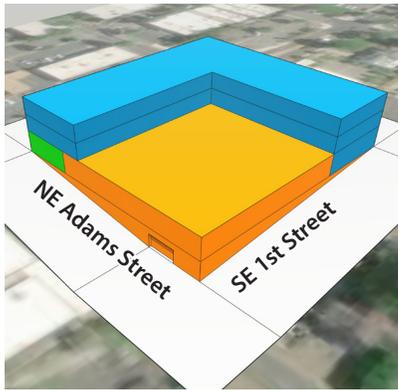
There is an opportunity to develop the site in a way that helps re-connect to the city center with a mixed use program that has retail at the ground floor and residential units above. Even along a busy corridor, it is possible to create an environment that is vibrant and walkable.

Existing topography can contribute to the overall design by putting the active uses on the north side where the site is highest, and allowing parking to be accessed from the lower southwest corner.

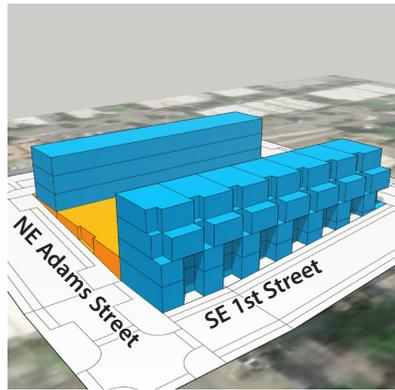
In addition to active uses and vibrant architecture on the north side of the block, a pedestrian crossing that is designed to prioritize the pedestrian can go along way to reconnecting the block to the downtown. This could be a raised intersection with curb extensions located at the northwest or northeast corners, or both. It would be specifically designed to physically and visually bridge the highway.



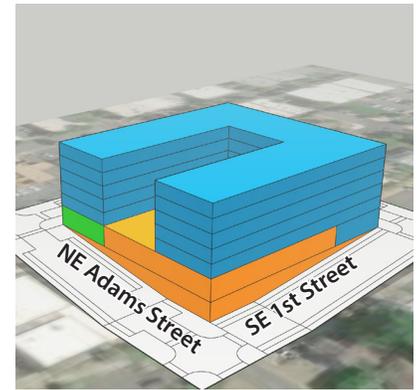
# FIRE STATION SITE | PRELIMINARY FEASIBILITY TESTING



1



2



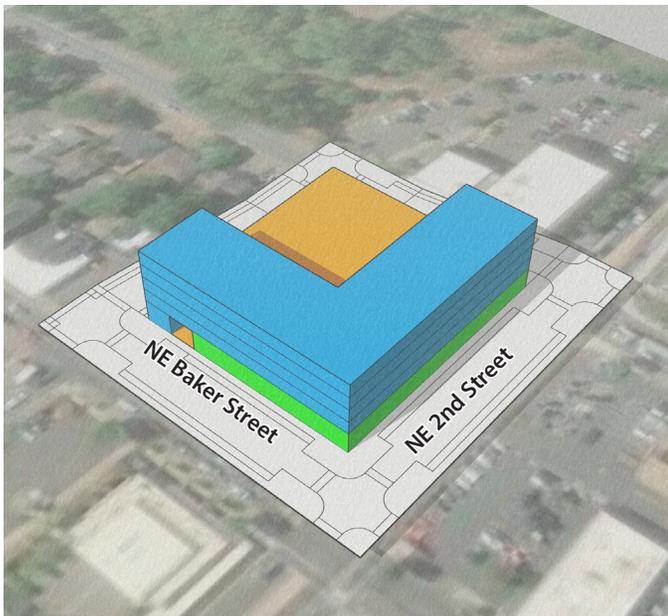
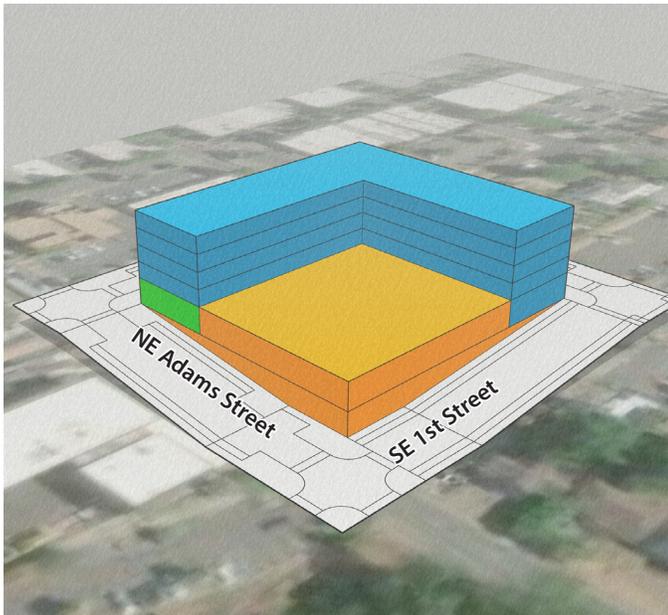
3

| Option                     | Existing parking standards, mixed use  | Existing parking standards, residential  | Reduce parking, maximize site development   |
|----------------------------|--|--|---|
| <b>Description</b>         | Use existing parking standards and see how much residential can be accommodated. | Use existing parking standards and see how much residential can be accommodated. | Reduce parking to 0.75 spaces per unit, assume 50% reduction in commercial parking requirement. |
| <b>Retail</b>              | 18,000 sf  | NA   | 18,000 sf   |
| <b>Residential</b>         | 52 units   | 14 3-bed townhouses<br>14 1-bed flats  | 150 1-and 2-bedroom units   |
| <b>Parking</b>             | 150 spaces; 2 levels of structured   | 49 spaces; 1 level structured  | 147 spaces; 2 levels of structured  |
| <b>Parking assumptions</b> | 1/250 sf = 72 spaces of commercial; 1.5 per DU = 78 spaces                       | 1.5 per DU = 21 spaces for flats; 2 per DU = 28 spaces                           | 1/500 sf = 36 spaces of commercial; .75 per DU = 113 spaces of residential                      |
| <b>Height</b>              | 45 feet  | 60 feet  | 80 feet   |
| <b>Setbacks</b>            | 0  | 0  | 0   |

**Legend**

- Commercial/retail
- Residential
- Parking

# FIRE STATION SITE | PREFERRED OPTION



## Mixed Use Development with Reduced Parking

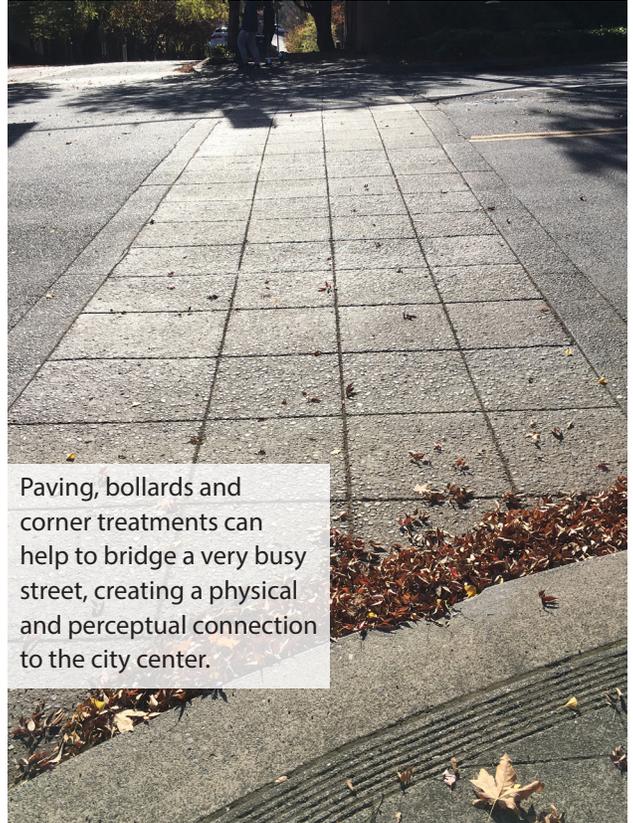
The preferred option for the fire station site is similar to Option 1 (on the previous page) except with reduced parking standards of one space per residential unit and a 50 percent reduction in the commercial parking requirement. The reduction in parking allows for an additional two stories of residential units.

| Program details    |  |
|--------------------|--|
| <b>Description</b> | Mixed use development with commercial on the ground floor and residential above.   |
| <b>Retail</b>      | 15,000 square feet   |
| <b>Residential</b> | 75,000 square feet<br>120 units, each approx. 625 square feet  |
| <b>Parking</b>     | 150 parking spaces total on 2 levels.<br>Commercial: 30 spaces (1 per 500 square feet or 50% reduction)<br>Residential: 120 spaces (1 space per dwelling unit) |
| <b>Height</b>      | 70 feet  |

| Legend  |                   |
|---|-------------------|
|  | Commercial/retail |
|  | Residential       |
|  | Parking           |

# FIRE STATION SITE | DESIGN CONSIDERATIONS

## Bridging busy streets



# FIRE STATION SITE | DESIGN CONSIDERATIONS

## Softening parking areas



Screening and plantings can soften the visual impact of parking areas.



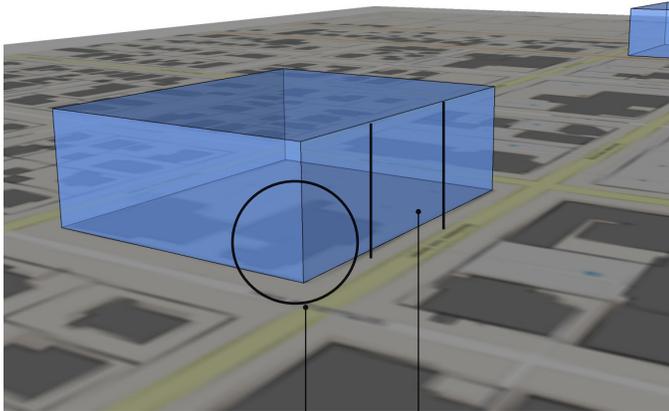
Painted signs and murals create visual interest and help to humanize blank walls.



Architectural treatment and relief along with a setback from the sidewalk can soften the appearance of parking areas.



# COOPERATIVE MINISTRIES SITE | SUMMARY



**Downtown Design Guidelines:** Buildings situated at street corners or intersections should be, or appear to be, two-story in height.

**Downtown Design Guidelines:** Subdivide facade into proportional bays, similar in scale to other adjacent historic buildings.

## Development Capacity

The total development capacity—what is allowed to be built on site—is determined by zoning, as well as by parking requirements. The “jello mold” graphic depicts the total building envelope, or what could be built within the area defined by maximum height and setbacks.



## COOPERATIVE MINISTRIES

**Lot Size:** 200 x 240 feet

**Setbacks:** 0 feet from front, side, rear

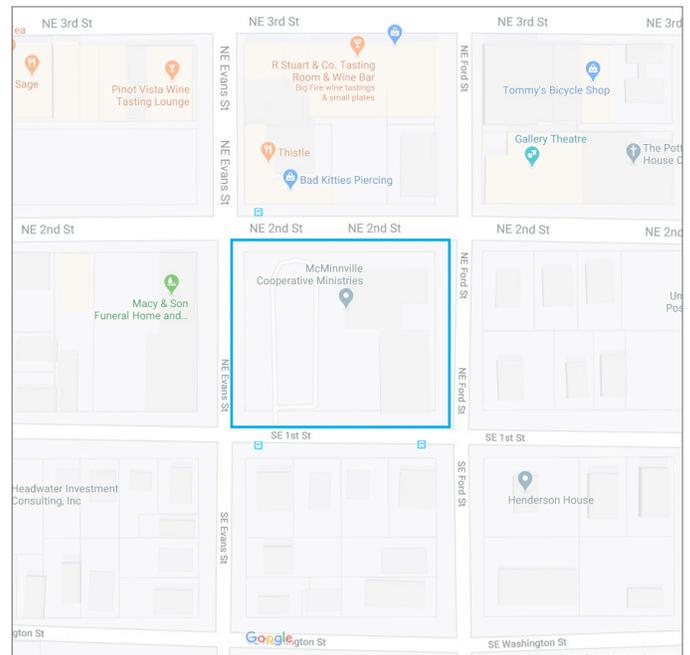
**Maximum height:** 80 ft

**Owner:** Cooperative Ministries

**Zoning:** C-3

**Overlay:** Downtown Design

**Parking requirements:** Residential: 1.5 - 2 parking spaces per unit; commercial: 1 parking space per 250 sf; food and beverage services: 1 parking space per 100 sf, assembly: 1 parking space per 75 sf; office: 1 parking space per 300 sf



# COOPERATIVE MINISTRIES SITE | SITE



## Site Characteristics

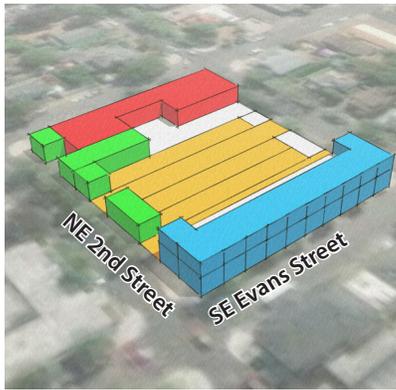
The Cooperative Ministries site is a full block between 1st and 2nd streets and Ford and Evans streets. While only a block south of the city center, 2nd Street is distinctively less urban as it is lined with many surface parking lots that cover the back half of those businesses fronting along 3rd. There is a mix of commercial and residential uses surrounding the site.

Traffic flows primarily on 1st and 2nd streets with Ford and Evans being side streets. As such, parking should be accessed off the east or west side.

Site redevelopment can take advantage of the commercial context along 2nd Street, helping to connect back to the city center. Residential uses can be incorporated into the residential character along 1st street.



# CO-OP SITE | PRELIMINARY FEASIBILITY TESTING



**Legend**

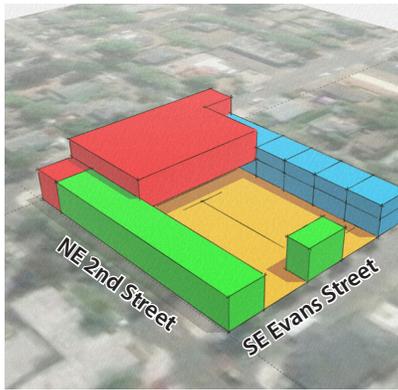
- Commercial/retail
- Residential
- Congregation, assembly, and office\*
- Parking

1

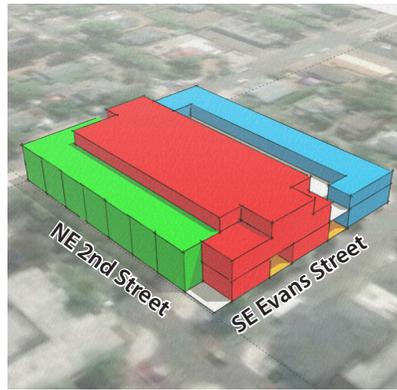
2

| Option                     | Existing parking standards  | Reduce parking   |
|----------------------------|---|--|
| <b>Description</b>         | Use existing parking standards. Image shows more assembly than can be accommodated with current parking standards.            | Reduce parking to one space per unit, assume 50% reduction in commercial parking requirement, and 1 space per 500 square feet for assembly space.      |
| <b>Retail</b>              | 2,320 sf  | 2,320 sf   |
| <b>Residential</b>         | 22 du   | 22 du  |
| <b>Assembly</b>            | 7,750 sf  | 7,750 sf   |
| <b>Office</b>              | 0 sf  | 7,500 sf   |
| <b>Parking provided</b>    | 21,000 sf; 70 spaces  | 21,000 sf; 70 spaces   |
| <b>Parking assumptions</b> | 1/250 sf = 10 spaces of commercial; 1.5 per DU = 33 spaces for residential; 1/75 sf = 104 spaces assembly (147 spaces total). | 1/500 sf = 5 spaces of commercial; 1 per DU = 22 spaces for residential; 1/500 sf = 16 spaces assembly; 1/300 sf office = 25 spaces (68 spaces total). |
| <b>Height</b>              | 30 feet   | 30 feet  |
| <b>Setbacks</b>            | 0   | 0  |

# CO-OP SITE | PRELIMINARY FEASIBILITY TESTING



3



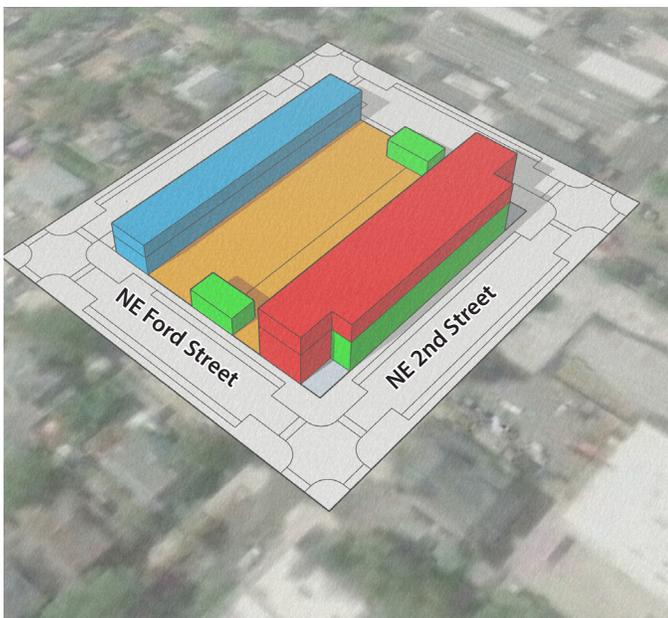
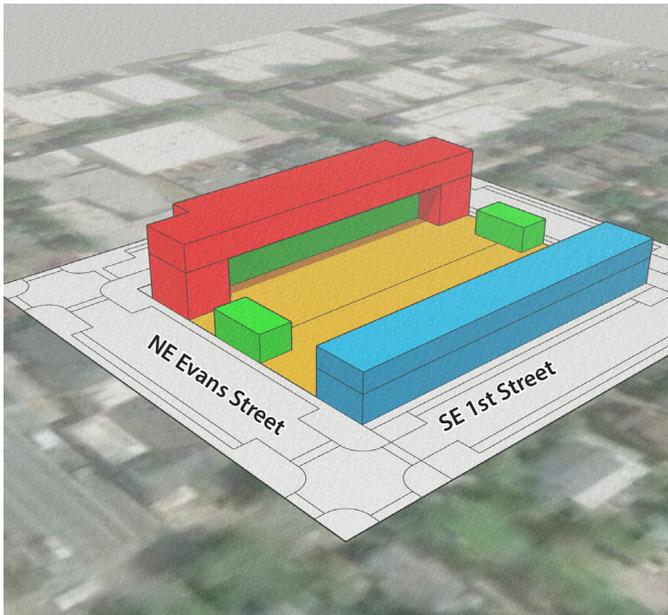
4

**Legend**

- Commercial/retail
- Residential
- Congregation, assembly, and office\*
- Parking

| Option                     | Reduce parking, moderate site development   | Reduce parking, maximize site development   |
|----------------------------|---|---|
| <b>Description</b>         | Reduce parking to one space per unit, assume 50% reduction in commercial parking requirement, and 1 space per 500 square feet for assembly space. | Reduce parking to one space per unit, assume 50% reduction in commercial parking requirement, and 1 space per 500 square feet for assembly space. |
| <b>Retail</b>              | 5,500 sf  | 10,880 sf   |
| <b>Residential</b>         | 20 du   | 30 du   |
| <b>Assembly</b>            | 22,600 sf   | 22,600 sf   |
| <b>Office</b>              | 0 sf  | 0 sf  |
| <b>Parking provided</b>    | 33,000 sf; 110 spaces   | 21,000 sf; 70 spaces  |
| <b>Parking assumptions</b> | 1/500 sf = 11 spaces of commercial; 1 per DU = 20 spaces for residential; 1/500 sf = 45 spaces assembly (76 spaces total).                        | 1/500 sf = 22 spaces of commercial; .5 per DU (SRO) = 15 spaces for residential; 1/500 sf = 45 spaces assembly (82 spaces total).                 |
| <b>Height</b>              | 48 feet   | 50 feet   |
| <b>Setbacks</b>            | 0   | 0   |

# CO-OP SITE | PREFERRED OPTION



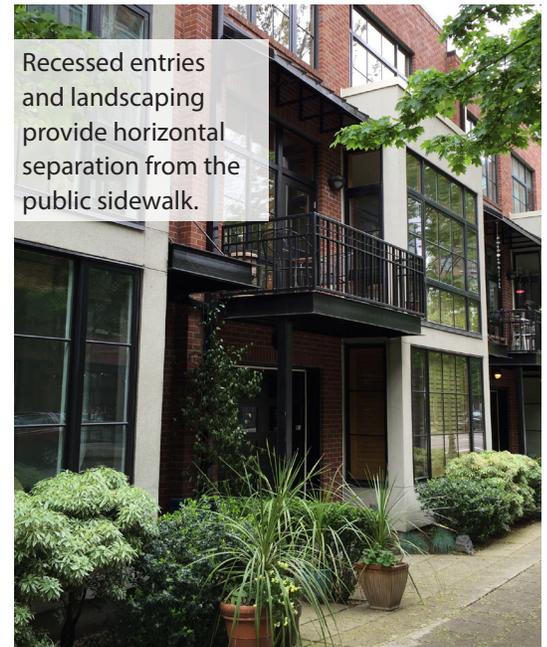
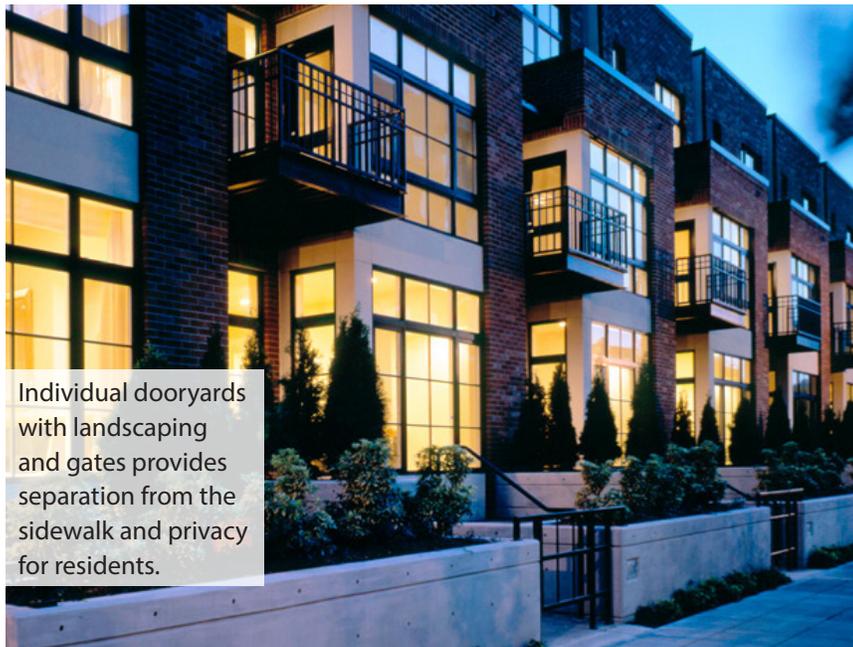
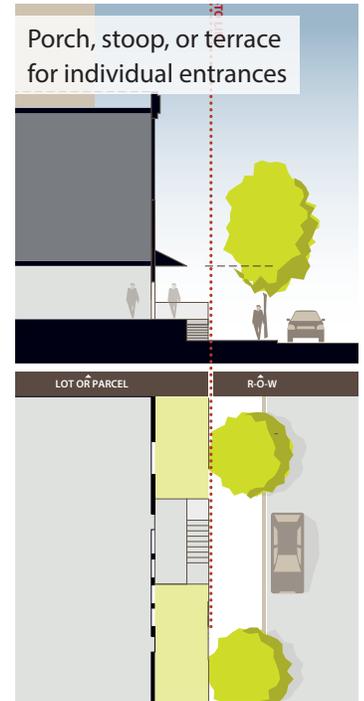
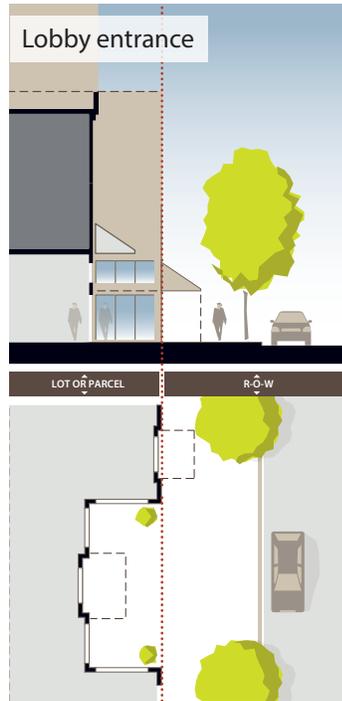
## Cooperative Ministries with Residential and Retail-Ready Commercial

The preferred option for the cooperative ministries site includes 2nd floor assembly space above retail and office uses along the ground floor of 2nd Street. Residential uses face other single dwelling homes along 1st Street.

| Program details    |  |
|--------------------|--|
| <b>Description</b> | Mixed use development with retail-ready commercial on the ground floor and assembly above. Separate residential uses along the south side of the site.   |
| <b>Commercial</b>  | 8,000 square feet  |
| <b>Residential</b> | 14,000 square feet<br>22 units, each approx. 625 square feet   |
| <b>Assembly</b>    | 12,000 square feet   |
| <b>Parking</b>     | 82 spaces of surface parking total.<br>Commercial: 16 spaces (1 per 500 sf or 50% reduction)<br>Residential: 22 spaces (1 space per dwelling unit)<br>Assembly: 44 spaces (shared parking needed to meet demand) |
| <b>Height</b>      | 50 feet  |

| Legend  |                                     |
|---|-------------------------------------|
|  | Commercial/retail                   |
|  | Residential                         |
|  | Congregation, assembly, and office* |
|  | Parking                             |

# CO-OP SITE | DESIGN CONSIDERATIONS



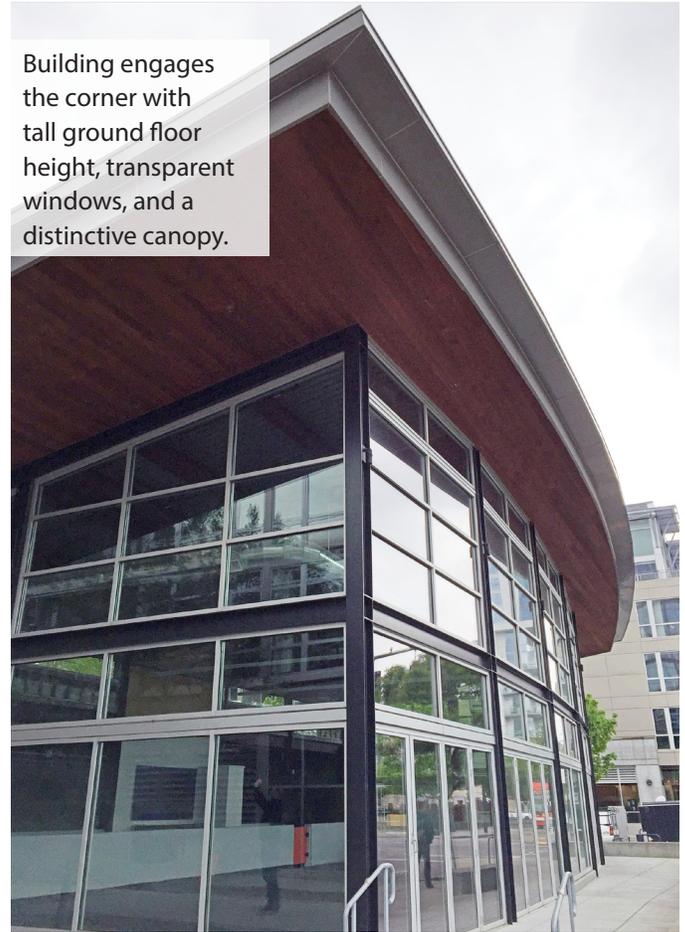
## Separated ground floor residential

The Preferred Option places residential uses on the south side of the site (SE 1st Street), facing the existing residential neighborhood. These images provide some ideas about how attached housing, such as rowhouses or townhouses, can be designed to be compatible with detached dwellings across the street. These images also show how ground floor dwellings with small front yard setbacks can be designed with landscaping, dooryards, or stoops. An apartment buildings would likely have a shared entryway. These intermediate spaces create privacy-protecting zones that separate the private dwelling space from the public sidewalk.

## CO-OP SITE | DESIGN CONSIDERATIONS



Building architecture signifies a special place and can be identified at night.



Building engages the corner with tall ground floor height, transparent windows, and a distinctive canopy.

### Engaging corners

The Preferred Option places Cooperative Ministries' assembly and commercial areas on the north side of the block (on NE 2nd Street), closer to the downtown activity areas. Cooperative Ministries representatives expressed an interest in having inviting, high visibility or signature architectural elements on the northwest or northeast corners (or both) of the block. These images provide a couple of examples of gateway-marking architectural design.

# COOPERATIVE MINISTRIES SITE | SURFACE PARKING TESTS

## 1 OPTION



View from NE 2st and SE Evans Streets

## 2 OPTION



View from NE 2st and SE Evans Streets

## 3 OPTION



View from NE 2st and SE Evans Streets

## 4 OPTION



View from NE 2st and SE Evans Streets



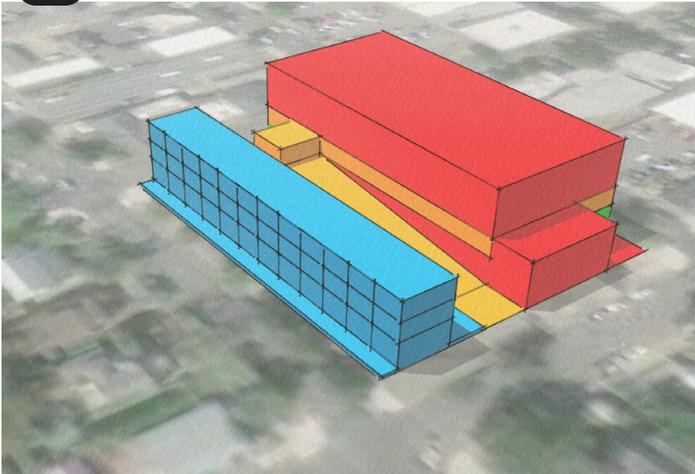
Section cut of Option 8 showing surface parking configuration



Section cut of Option 7 showing surface parking configuration

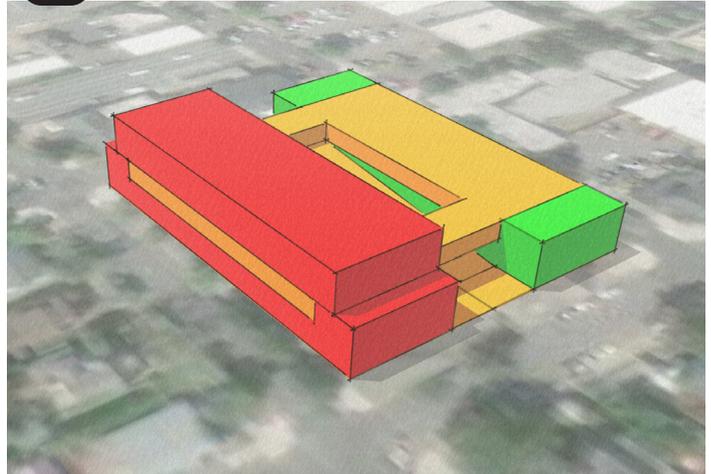
# COOPERATIVE MINISTRIES SITE | STRUCTURED PARKING TESTS

## 5 OPTION



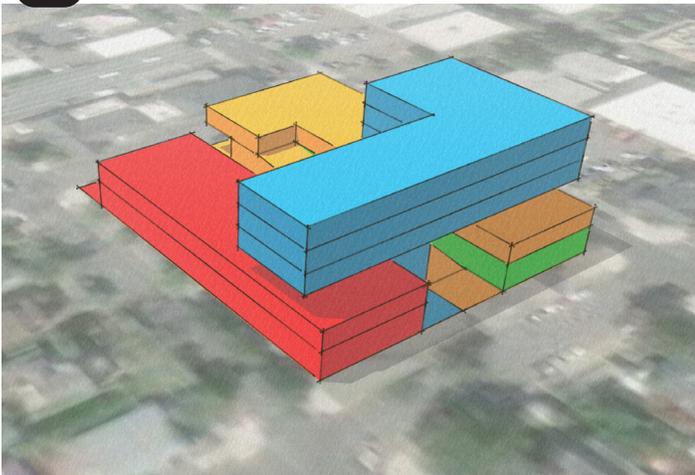
View from SE 1st and NE Ford Streets

## 6 OPTION



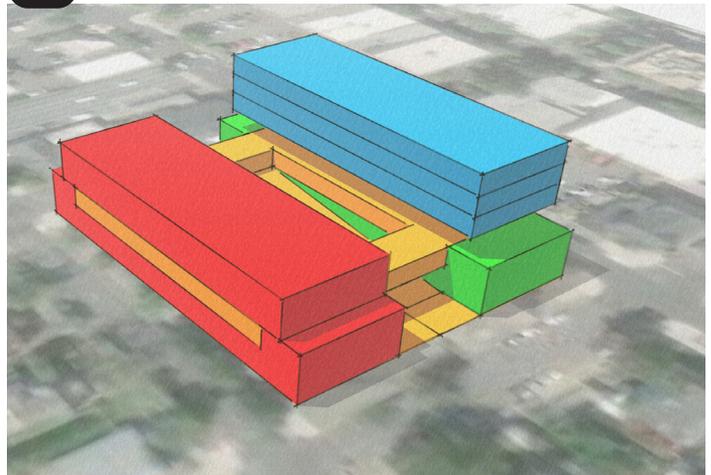
View from SE 1st and NE Ford Streets

## 7 OPTION



View from SE 1st and NE Ford Streets

## 8 OPTION



View from SE 1st and NE Ford Streets